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1. In the late spring of 1948, visits of Russian control officers and engineers from Moscow and Karlshorst increased considerably at the Rosslau shipyards. About the first of June, Marshal Sokolovsky and Minister Koval appeared one evening and were conducted through the ship construction areas of the yard by Hinrichs, the commercial director of the firm. The marshal stressed the necessity for greater performance from the German docks and announced that in two years the Russian Zone must be as far advanced in ship building as the United States. He spoke of mass production of the liberty ship type.
2. Vessels under construction at the Rosslau yards included small but seaworthy fishing vessels equipped with 300 HP diesel engines, whose performance could easily be ~~raised~~ to 400 HP. Technical director Kunzel of the firm stated that of the seiners with 42 ribs at the yards, only seven provided fish storage space. Luggers which could be utilized as picket boats along the coast had fish lockers suitable for receiving a large supply of fuel.
3. The ship building program for 1948 included six luggers and one ~~seiner~~, and three more luggers were planned for 1949. Two luggers were being built according to Order No. 126 of 3 June 1946. Four seiners were ~~being built under~~ a secret provision of the same order; two were launched in January 1948 and the other two were on the ways in February. In order to carry out the increased building program prescribed and urged by the Russians, the dockyard planned construction of two or three more ways, a 4,000 square meter shop, rooms for personnel, carpenter shops, and storage rooms.
4. The Russians were supplying strong support for the accelerated work program they required. Four motors of American manufacture were sent from the USSR, and machine tools intended for the Russian reparations account were allotted to the docks. The Rosslau firm is of the type absorbed by the DWK into the zonal administration, although it is not an expropriated enterprise, but a new GmbH with all shares held by the government.
5. Two large docks on the Baltic (Wismar and Rostock) were to be operated with a crew of about 6,000 men. A very secret project was the addition of a large new dock at Peenemünde. Shipyards in the Russian Zone actively working on ship construction for the Russians include Schwerin, Stralsund, Warnemünde, Bützowburg, Bothenese, Rosslau, Eckerwade, and Rosslau-Potsdam.

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